

## Session I: Pursue Unhindered Connectivity

### ***Jovanovic: Carry forward the Belt and Road Initiative through connected entities and cultural communication***

As the president of Belgrade World Equality Forum, the Serbian think tank group founded in 2000, I think with our great economic potential and the critical geopolitical position, Serbia has a huge opportunity in the Belt and Road Initiative. If the Black Sea and the Baltic Sea are connected, the cargoes can be transported to these two seas directly from the Suez Canal by way of the Danube River. Apart from the connected entities, another sign of the connectivity is the established centers of Chinese culture in Belgrade. From this point, I suggest:

First, as a consensus, we should promote and support the Belt and Road Initiative for a long time. We can launch the connectivity campaign in many areas, such as the mobility of goods and people, the communications between people across borders, the cultural exchange, education, and we can also launch the campaign among youths. Last but not least, sports can also serve as a bond to make people understand each other better and form a unity.

Second, the Belt and Road Initiative is supposed to bring not only economic benefits but also security and peace for the countries involved. Backwardness is the warm bed for extremism and turmoils, and the social and economic development is requisite for security and peace. Exerting its financial and political influence, China plays a major constructive role in promoting peace and security in Central Eastern countries.

Third, Shenzhen has a huge potential in manufacturing and academic researches. Its expertise lies in finance, electronics, business and connectivity. It can be a direct partner for the countries on the Belt or on the Road. The city needs to develop a development strategy tailored for itself and the Belt and Road Initiative in order to play its significant role.

### ***Wu Sikang: The Governments' Roles: Take Shenzhen for example***

In the Belt and Road Initiative, the local governments is required to make good use of the budget, promote the economic influence of local area and the cities, and encourage local enterprises to be involved in investing and

building the Belt and Road Initiative. They can also employ diplomatic methods and communicate with their diplomatic equivalences about major issues. Shenzhen has six advantages that can promote the connectivity of the Belt and Road Initiative.

Firstly, the advantage of its information industry. Shenzhen is situated at the Pearl River Delta, known by the world as an industry-intensive area. It is home to globally competitive companies such as Huawei and ZTE and more than 20 companies which have been listed home or abroad. It ranks second globally in terms of market share.

Secondly, the economic and financial advantage. Shenzhen is one of the economic and financial centers and one of the most economically competitive cities of China. It ranks the 22nd in terms of financial center index in China. In 2015, its GDP reached 1.75 trillion RMB, turning into the 30th economically strongest city of the world.

Thirdly, the advantage of opening up. Shenzhen is propelling the growth of trade, and it is the window of China's opening up initiative and a major city making investment abroad. Its trade volume with the countries along the Belt and the Road has reached 72.4 billion USD. It has invested in or cooperated with more than 120 countries, and the amount of investment in the 38 countries along the Belt and the Road has exceeded 47 billion USD.

Fourth, the advantage of the medium-and-high-end commodities, which will promote the connectivity of the market. Shenzhen is the manufacturing center of timepieces and garments, 80% of China's and 60% of the world's timepieces and garments came from Shenzhen. It has produced 120 million pairs of glasses. 42% of the world's watches were produced here.

Fifth, the advantage of urban function and the connectivity of the infrastructure. Shenzhen is an important air transport hub of the Asia-Pacific area, the largest immigrant destination of China, and also a place for close international communication. Particularly, in terms of think tank, Shenzhen is developing ways to found a communication mechanism for the hot and difficult issues surrounding the Belt and the Road initiative and provide support for inter-governmental cooperation.

***H.R.H Norodom Sirivudh: Diversified ASEAN countries, but the same Belt and Road initiative***

Because their national conditions and backgrounds are different, under the ASEAN framework and the disputes over the South Sea, members of

ASEAN responds differently to the Belt and Road initiative.

Firstly, due to the demographic differences and differences in birth rates, a massive mobility of working forces and migrants are likely to happen. The connectivity among people requires an all-around coordination in this area. China, namely Yunnan Province can carry forward practical cooperation with ASEAN members regarding the Mekong River and food security issues.

Secondly, concerning the South Sea disputes, not every country can claim some territory and sovereignty. China and the ASEAN should hold summit meetings to negotiate and solve the South Sea disputes. According to the contracts signed at PhnumPenh in 2002, the U.S. are not allowed to get involved in South Sea disputes, or else it might lead to conflicts.

Thirdly, the execution of what are proposed by the Belt and the Road may cause certain security concerns. Both Central

Asia, Russia's backyard, and Malacca, which was closely guarded by the US navy, are witnessing China's increasingly important role. The choices and divergences among the ASEAN members when it comes to the TPP and the Belt and the Road can lead to tense relations in this area. ASEAN hopes that under the influence of the three major powers, they will see less conflicts and more peace in this area.

### ***Assam Amin: The view on the Belt and the Road Initiative***

The planning for the Belt and the Road Initiative and the connectivity requires funding, technology, communication and understanding. At the same time, it can shift the security concern and the development strategies of nations.

Firstly, the Belt and the Road Initiative involves an unprecedented amount of physical and information programs, and the huge funding gap should be raised and utilized in a creative way. The construction of infrastructures and the cultural and educational communications, especially the communication of arts and mutual art visits, can deepen peoples' communication and mutual understanding of the related nations.

Secondly, in the Belt and the Road Initiative, the suggestions from the think tank are highly necessary. If the Silk Road Think Tank wants to go global, it needs to be recognized as a consensus in a universally acknowledged charter. Though this way, they can make efforts to coordinate the Belt and the Road Initiative and promote the concept of a win-win silk road. The ways to organize regional meetings and discussing about regional issues could be two-tracked cooperation between think

tanks or two-tracked diplomacy.

Third, the existing mechanism such as Bangladesh-China-India-Myanmar Economic Corridor can push forward the Belt and the Road Initiative. India and Bangladesh can integrate their own strategies into the Belt and the Road Initiative. Bangladesh has solved the maritime disputes with India and Myanmar. Under the protection of the navy from the three countries, they now can transport the gasoline and gas resources from the Bay of Bengal. This is a successful experience for the practices of the Belt and the Road Initiative.

***Timothy Bordachov: the Belt and the Road Initiative, the Eurasia, the global affair***

The Belt and the Road Initiative mainly involves countries and regions on Eurasia, especially in the European and Asian areas. The planning in this region are deeply branded with the Euro-Asian marks, which are the lifestyles, the realities, and the long history of this area.

Firstly, we should look into the possibilities of connecting the Euro-Asian economic bond with the Belt and the Road Initiative. Countries like Kazakhstan and Russia have promoted the Eurasian Union which aims at coordinating the economic policies of the Central Asian countries and promoting the free flow of finance, commodity, service and people. Unlike what happens between the countries in the Belt and the Road Initiative and the EU, there won't be any conflicts between the countries involved in the initiative and the Eurasian Union. On the contrary, they can supplement each other in terms of investment.

Secondly, the Belt and the Road Initiative will accelerate the construction of infrastructure and economic cooperation in Eurasia. Economic cooperation and mutual development signifies peace and security, which are the shared dream for the Central Asian countries and other participants. The mechanism of Shanghai Cooperation Organization can thus be upgraded or they can create some new mechanism.

Thirdly, in the regions where Europe meets Asia, Russia plays an important role in issues concerning Taliban, ISIS and the ceasefire in Syria. Development and employment are the cure for the extreme religious beliefs and can bring religion to the track of peace.

Fourthly, the alliance of think tank proposes to create a global forum to discuss the Belt and the Road Initiative, which concerns not only the issues of a certain country in the certain area but also the role it is going to play in the global level or in bodies like the U.N. China's efforts during this process made a contribution to the peace and security of the countries

in this region.

***Andreas Sprague: Multi-layered structure: The influence of the great powers and the parts played by the small countries***

Like what China and Shenzhen went through during its opening-up process, the Eurasia is also aiming at a prospect which is characterized by a greater extent of opening-up. We could safely say that the Belt and the Road initiative has both regional and globally influences. The multi-layered structure can enable both the great powers and the small countries to play a part.

During the process of integration in Eurasia, the existing mechanisms of the EU and the EAU has been improved because of the diversification. The connectivity concerns many aspects, and the international cooperation has many modes. If we see it in a comprehensive way, there are overlaps and conflicting interests between super powers and small countries. Fundamentally, the way to adopt these elements of the mechanisms is to develop a philosophy of a win-win situation.\

Along with the Belt and the Road initiative, there are other initiatives in Eurasia. The competitors on the Road and the Belt showed the influence of geopolitics and the security concerns, which has led to interest conflicts and misunderstanding. To solve this problem, the think tank can play a crucial part. In regard of this, the think tank alliance should contribute more.

Latvia is an important joint connecting the Pacific Ocean and the Atlantic Ocean. It is of great importance to the prospects of the Belt and the Road initiative. The country has been actively involved in the 16+1 mechanism proposed by China and it is its turn to be the negotiator of the mechanism. The co-constructed transportation system and the connectivity of infrastructures are not only about the transportation leading from the east to the west, but also about the lines stretching from the south to the west. We should think carefully about how to combine the 16+1 mechanism, the EU and the silk road to form a stronger force.

***Matura: The Belt and the Road Initiative leads to mutual political trust***

Hungary used to be an extremely important pass on the silk road, but its status as well as its wealth has been weakened in the Eurasia in the past 500 years. Now, as a important member of the 16+1 mechanism and the Belt and the Road Initiative, Hungary is gaining its former radiance. From this perspective, I want to state the following points:

First, as the initiative is expanding exponentially, some of the western European countries assume that this initiative can pose challenge to their development. Some relevant parties even assume that the Belt and the Road Initiative will take a different route from existing organizations such as WTO. We should make them understand the guideline and objectives of the cooperation among countries better, and make the concept of the Belt and the Road Initiative more clear.

Second, the communication between the member countries are important. Although the Belt and the Road Initiative is still at an initial stage, there are certainly arguments over the projects involved. It's important to react to these arguments and doubts. Concerning China's economic, financial and political involvement in the Belt and the Road Initiative, the doubts tend to grow. Some countries are prone to think that China means to influence other countries in terms of their strategies. Therefore, the crucial part of the Belt and the Road Initiative lies in good communication and mutual trust.

Third, support from the think tank are dispensable to the specific scheme of the communication process. The Belt and the Road Initiative can cooperate with the academic institutions from the EU and build communication mechanism with universities. On the one hand, this will allow the professors be involved in the debate, and convey more messages about the Belt and the Road Initiative, on the other hand, this will influence not only the young students' mind but also the public's.

***Li Shaoxian: The new prospect for the Belt and the Road Initiative after President Xi's visit to Middle East***

The diplomatic move of President Xi marks his first visit to Middle East after he took the position as the president. The importance of the visit can be revealed by the timing, and it was his first diplomatic visit of 2016. The Middle East is in a turmoil which is unprecedented in the past hundreds of years and includes Egypt, Saudi Arabia and Iran. The situation is hard to predict and China need to response to it to maintain a set of overall strategies.

First, China should strengthen the political ties with the three countries. The fruit of the visit is that China's ties with the three countries has been elevated to a new level which is characterized by strategic partnership. In Middle East, China sticks to nonalignment policy. Against the background that the order built after the first world war has collapsed along the east coast of the Mediterranean, the obstacle to regaining geopolitical balance and security is the pursuit of unilateral interests and the intervention from

the so-called representatives. China has a “three never seeks” policy, namely it means “never seek territory, never seek representatives, and never seek to fill in the political vacuum,” which shows that China’s role in the Middle East is to maintain equality not to seek any gains.

Second, in Middle East, China can pick some key countries as the pivot to promote peace and security. Iran is the oasis in the turmoil and it is qualified to be an partner for cooperation of a large scale. Egypt has gradually become peaceful again after years of turmoil. If it thus go on a tranquil development process, it will show the Arabian world a good way. Saudi Arabia representing the Gulf Area, where is relatively peaceful, richer, more resource-affluent. It is a locomotive that can lead China’s cooperation with the Arabian world in Middle East.

Third, the Sino-Arabia cooperation mainly concentrates on construction programs. China and Iran has signed contracts concerning major large-scale infrastructure construction programs aiming at better connectivity, such as the highway leading to Teheran. Along side with this are the energy programs, which includes upgrading Iran’s industrial equipment and industrializing Egypt. The financial gap or bottleneck can be relieved by the fund for the industrialization of the Arabian countries founded by China or they can resort to the loans under the Belt and the Road framework.

***Dominic Mierzejewski: the Belt and the Road Initiative, more than south-south cooperation***

Not only the developing countries but also the developed countries, even the APEC countries are involved in the Belt and the Road Initiative. Eastern Europe are the crucial juncture where the capitalism economy meets the transition economy. This is a key region for the Belt and the Road Initiative.

First, 16+1 mechanism and the Belt and the Road Initiative can be regarded as a dialogue and cooperation mechanism between the rich countries from the northern hemisphere and the developing countries from the southern hemisphere. But our understanding about this mainly emphasized on the south-south cooperation and neglected the special needs of the Eastern and Middle European countries in different developing stages. At meantime, among these Eastern and Middle European countries, the concept of “China is a red communist country” and the terror it generates is still popular.

Second, in terms of currency and international productive capacity cooperation. In 2015, People’s Bank of China decided to devalue

RMB, which was a sign that the Chinese government was not satisfied with the growth rate of national demand. The surplus of its productive capacity was balanced through currency devaluation and stimulating exports. The measures adopted includes the move to found the Asian Infrastructure Investment Bank, which aims at the internationalization of RMB. The Belt and the Road Initiative calls for international cooperation in productive capacity, which is a new thoughts of solving the productive capacity problems.

Third, the Belt and the Road Initiative and the connectivity can not be realized without regional cooperation, which requires the cooperation among cities and provincial administrative regions of different countries. All the provinces, municipalities, and autonomous regions can play an active part in the Belt and the Road Initiative. Nowadays, the representative offices are up and rising in all the countries involved, building bridges for the communication among the Eastern European countries.

***Wu Shicun: the think tank, the countries and the seas in the Belt and the Road Initiative***

The important challenge we are facing in the Belt and the Road Initiative is how to make the countries involved understand and support China's innovation. Strategically speaking, soft connectivity is more important than hard connectivity in helping eliminate the misunderstanding they have for China. Upon the existing practices, here are three suggestions:

First, the cooperation between think tanks can help get over the hard feelings among China and the ASEAN brought by the South China Sea issue. China's South China Sea Research Institute and the Strategy and International Study Center of Indonesia have a program called "promoting regional peace", which includes the think tank of government background of the ASEAN's ten members. In order to get the programs started, China has donated 680,000 USD to Indonesia, which is from the ASEAN fund, in hope of getting the research reports from the senior officers of the ASEAN members. This practice can be expanded to the Southern Asian countries and propel the cooperation under the Belt and the Road Initiative framework.

Second, the training of talents are crucial to the cooperation on the South China Sea. The Advanced ASEAN Issue Institute of China has been established and the five-year program of talents training has started in January. The talents are from the ASEAN members, the lecturer are the internationally famous scholars from Canada, Taiwan, Europe whose



expertise are international law, maritime law and ocean governance. The training of talents can eventually promote cooperation on the sea. The think tank alliance of the Belt and the Road Initiative can back on a university in Shenzhen or even on Fudan University, which can provide talents for the cooperative programs. Of all the programs that have been started, such as the China-Pakistan Economic Corridor, the Indonesia High-speed Rail Project, we can choose some and train the talents for them. People are the most important in talent training, program implementation, and when we have talents, the programs can be continued.

Third, Go out and set up platforms. Last year in April, China's South China Sea Research Institute attempted to set up a research center of China-US issues in America. Although the American think tank and enterprises were interested in the Belt and the Road Initiative, they didn't grasp the situation fully. This year in autumn, we are going to hold summit meetings with five American think tanks, which are the partners of the Washington. The US is the important factor that heated up and leads to the insecurity in the China South Sea. The U.S. took a one sided stand and went against China. In terms of the Asian Infrastructure Investment Bank, the U.S. is preventing its allies and other countries to participate in order to preserve the existing international financial system led by it and pillared by IMF and WB. The TPP also has the intent to go against the Belt and the Road Initiative and RCEP. In a nutshell, the U.S. is deeming a rising China is a thread to its leading role in the Asia-Pacific region. It will go against China's every economic or diplomatic cooperation motion. And this biased notion need to be adjusted.

***Xiong Shuxin: The Chinese philosophy of achieving harmony without uniformity and the Belt and the Road Initiative that works for the region and the world.***

Just as Shenzhen is the window of China's opening up policy, Yunnan is the frontier of the Belt and the Road Initiative. It share a borderline of 2000 kilometers with Vietnam, Laos and Myanmar. From this perspective, the drug rampancy along the lines are the real problem concerning the restructuring of the world.

First, during the process of going out in the Belt and the Road Initiative, the Chinese or the Chinese philosophy will meet with a lot of misunderstanding. The force of westernization has caused the conflicts between the eastern world and the western world. China is trying to make a contribution to the undertakings of human being, but its efforts are only twisted and misinterpreted. That is the consequence of a world led by the

western world and denies the fact that all human beings share the same interests. The universities in China are the carriers of the Chinese culture. In the Belt and the Road Initiative, when it comes to cultural creation and innovation, the Chinese universities has the mission to convey the Chinese concept of “harmony without uniformity”. They should have their cultural confidence and rediscover the Chinese wisdom that has a history of thousands of years. Through scientific and technological exchanges with foreign academia, we should make this fact widely known: the fruits of and the wisdom achieved by the 1.3 billion Chinese’s hard work are there to serve the whole world.

Second, in solving the problems confronted in the Belt and the Road Initiative, we have met with interdisciplinary challenges, challenges of finding ways, and the big data challenges. The connectivity of people are vital. Southwestern University of Finance and Economics, SWUFE, has established the Bangkok Business School, which set an example of Chinese higher education going out. By providing high-end training in the South Asia and Southeast Asia and recruiting postgraduate for project management, we can convey to the other parts of Asia a real China and its wisdom, and at the same time we find our own shortcomings. The think tank of SWUFE is dedicated to several researches, including the influences of the geopolitics of the Indian Ocean and the Asia-Pacific regions on the industrial structure and industrial division of labor, the convenience and problems of e-commerce, the cultural diversity and solving conflicts through reaching consensus.

Third, China’s interests in Mekong River directly influence Yunnan. Mekong River is an Asian river which originates in Yunnan. The security of the river on one hand concerns if China will leave space for development of the lower Mekong countries concerning its rapid development of water conservancy construction, on the other hand, it reveal the debate of the rivers’ roles as shared passages. The southeastern countries, especially Cambodia, is at the mercy of the changing of the river’s water level. Managing the river is indispensable to the ecological security. The Mekong massacre challenged the security of the cruising ships on this river, and all related parties should cooperate to stop tragedies from happening again.

### ***Hong Feng: the symphony of the world featured by China***

China plays a leading role in the Belt and the Road Initiative, as well as in the international think tank for the Belt and the Road Initiative. It is a necessary and indispensable main promoter. The think tank of the Belt and the Road Initiative is not philanthropic. It wants to share with the

world its experiences of its 30 years of opening up.

First, the Belt and the Road Initiative is not merely about construction, the communication between people is also very important. They can only learn from the Chinese experiences when they have the talents who can communicate with the Chinese. But the talents are what they lack now. Panyapiwat Institute of Management is training talents to communicate with China by inviting Chinese scholars, setting up academic programs and giving lectures. More new business opportunities have been generated in the process of integrating the Chinese experience and foreign experiences. Therefore, we have every reason to hold more extensive communications using the platform of the think tank for the Belt and the Road Initiative.

Second, the communications between the technological talents assumes the equal importance with communications between the academic talents. The 27,800 people in Zheng He's fleet were mostly technicians rather than soldiers. They built Thailand some very splendid buildings. And the technological communication is still very important today.

Third, from the above mentioned facts, the free flow of talents can accelerate the Belt and the Road Initiative. However, compared with earlier stage, China has made the communications rules more strict when it is opening up more to the outside world. I wish they would have the opportunity to go out and share with the world China's experience for success.

***Wu Qinmaolin: Myanmar's new role in the Belt and the Road Initiative: New government, new opportunity***

The Belt and the Road Initiative is an important motion of the 21st century. Located in the southwest of China, Myanmar is close to the gate that leads Yunnan to the Indian Ocean. It has the key position and is encouraged to develop partnership with Yunnan and Tibet. Internationally, the cooperation of Myanmar, China and Japan is significant, which encourages the cooperation of the southeastern countries. As the sovereignty of Myanmar has shifted, the opportunities of the Belt and the Road Initiative is reaching to it.

First, since the new government has been founded, the technological officials and experts who are specialized in development issues are going to emerge. The new government will be dedicated to the development of the country, which includes joining some programs of the Belt and the Road Initiative. The Foreign Ministry and the Institute of International Culture of Myanmar will seek further cooperation with other countries.

What the country wants from the Belt and the Road Initiative didn't change even it went through an sovereignty shift.

Second, when it comes to cooperation, countries must act on the basis of friendship, mutual benefit and win-win result. The new government wants to accomplish the mission of peaceful development. And it will surely bring new concepts, new thoughts and new practices, adopt practical measures to maintain regional peace and to develop, and to strengthen the ties with the partners of the region. We will follow the five principles of peaceful coexistence, which was first raised by the participants of the non-alignment movement and will always be the guideline for their successors in the Belt and the Road Initiative.

Third, as reliable strategic partners, China and Myanmar must achieve connectivity in every dimension and deepen the trust and understanding for each other. The development of Myanmar will accelerate the development of the southwestern region of China, and the connectivity of the infrastructure are the most important. In the process of China-Myanmar cooperation, we should adhere to the principle of "putting people first and protecting the environment". China should pay more attention to the economic and social benefits of some cooperative programs. The pace of founding the Asian Infrastructure Investment Bank should be quickened, and it should provide loans for the regional government and NGOs, rather than only encourage governmental cooperation's.

***Ruan Decheng: China—the forerunner of the Belt and the Road Initiative***

As the Belt and the Road Initiative is implemented gradually, it has become more than a concept of President Xi Jinping, it is now the reality in many regions and closely related to their interests. It stimulates the investment in the infrastructure, education and the flow of people, which all aims at the economic app of the region. Seeing the big picture, we have several suggestions:

First, the Belt and the Road Initiative was first raised by China and was founded because of the support from many parties. The question is: Is China still the best choice for the leadership? Considering the U.S. leadership in TPP mechanism, China is undoubtedly the best choice. Under the leadership of China, the member countries should coordinate with China in terms of the joining and development of the Belt and the Road Initiative.

Second, from the perspective of Vietnam, a member country of the

TPP, both TPP and the Belt and the Road Initiative are important for the Southeastern Asia. If we compare TPP with the Belt and the Road Initiative, we could see that TPP has more detailed and specific articles and the signing process was more time-consuming, which, however, was much more shorter than the formation of EEC. In terms of size, the Belt and the Road Initiative is smaller but has more member countries from a wider region. But the Belt and the Road Initiative hasn't got specific stipulations. Therefore, building the international think tank of the Belt and the Road Initiative is crucial to define and regulate the initiative.

Third, we should take a look at the way the Belt and the Road Initiative promotes. It is a bottom-up proposal characterized by Chinese tradition. When one party wants to join, it should come up with some stimulants, to achieve mutual benefit and win-win result, and perform in a proper way. The think tank is a step forward for cooperation. We can conduct more research about the Belt and the Road Initiative, make way for more communications among the region and in the world. This is a good start.

***Alan Mohanty: The hopes and future of India: India in the Belt and the Road Initiative***

This is an age of convergence, and the converging trend is seen everywhere around the world, take Europe and Latin America for example. In the region of Pacific-Asia, the Belt and the Road Initiative, the TPP and other partnerships are coexisting. Under this background, the Belt and the Road Initiative should serve as a promoter of regional or even global integration.

First, compared with the TPP, the Belt and the Road Initiative is more open, balanced and inclusive, and that's why we have paid more attention to the Belt and the Road Initiative. Because it is proposed by China, India only plays a minor role in it. At present, people's willingness is weak and we also face with such limitations as the capability of market access and the bottleneck of the infrastructures. But India has realized the complementarity of this initiative to India and it has begun to look into the prospects.

Second, India earlier proposed some motions, such as the road of spices and the seasonal wind initiative. Although there were no much promotion about this, we could see India's efforts of propelling the connectivity, which is also fundamental to its participating in the Belt and the Road Initiative. The motions it raised also includes the China Pakistan India Myanmar corridor. India has its share of economic interests in Central Asia and Russia, but it is limited by the bottleneck of infrastructure,

which leads to high transport cost. India is discussing with Iran and Russia on the founding of an economic corridor in the hope of improving the connectivity of the infrastructure.

Third, India has adopted an active diplomatic strategy, which is called “proposal for the East”, which garners more attention for the East and East Asia. Since last year, this effort has transcended the territory of the east. It focused on the east and propels the cooperation among the East Asian countries. Collaborating with the “Made in India Program”, it focuses on attracting more foreign investment, improving India’s productive forces, and promoting the economic communications among the East Asian countries. All the above mentioned aspects are the contributions India has made to the Belt and the Road Initiative.

*Translator/ Li Qian*